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Hongkong Daily Press.

ESTABLISHED 1857.

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WINE AND SPIRIT MERCHANTS.
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PORTLAND CEMENT.
\$4.50 per Cask 375 lbs. net ex Factory.
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LAQUERED WARE.
69, QUEEN'S ROAD CENTRAL,
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Storage available at EAST POINT. Stores will
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Hongkong, 18th November, 1901.

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All descriptions of
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No. 10, DAGUILLAR STREET
TERMS VERY MODERATE.
Commission Free.
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CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
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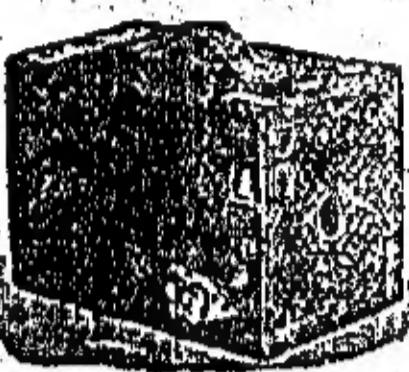
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CARTRIDGES 8, 10, 12, 16, and 20 BORE,
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AMMUNITION in variety.
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CURE INDIGESTION AND ALL STOMACH AND
BOWEL TROUBLES.

SHERBILLS FORD, N.C.
July 3, 1903.

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Very truly,
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" *** 16.75

WHISKY, PALL MALL 20.00

" JOHN WALKER 12.50

" C. P. & CO.'S SPECIAL
BLEND 10.50

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BILLIARDS AND BOWLING, LAWN
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JAS. W. OSBORNE, PROPRIETOR AND MANAGER.

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First shipment has now arrived in Ebonyed, Mahogany, Dark Oak and Fumed Oak cases.

PRICES \$390 \$425 \$450

LANE, CRAWFORD & CO.

Hongkong, 19th June, 1905.

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ALL NEW GOODS IN STOCK.

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PRICKLY HEAT
LOTIONA RELIABLE AND EFFICACIOUS
REMEDY.

Immediately relieves the irritation.

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Promotes a healthy action of the skin, counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

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All communications relating to the news columns should be addressed to The Editor.
Correspondents must forward their names and addresses with communications addressed to the Editor, and full titles for publication; but as evidence of good faith, full titles for publication should be written on one side of the paper only.

No anonymously signed communication that has already appeared in other papers will be inserted.

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HONGKONG OFFICE: 14, DEVAUX ROAD, ST. LONDON OFFICE: 181, FIFTH STREET, E.C.

The Daily Press.

HONGKONG, JULY 10TH, 1905.

Modern methods of presenting statistics were first popularised, so far as we are aware, by Mr. J. Holt Schooling; and although his eccentric pictures of enormous leaves and little men standing beside them attracted a great deal of attention in the pictorial magazines, men of affairs continued to look askance at such graphic but flippant representations of facts previously set forth in rows and columns of solemn figures. But to the business men to whom figures appeal more than do any number of fine literary phrases or trenchant arguments, time-saving devices also appeal; and long before the pictorial method caught the editorial fancy, it was recognised by scientifically-minded men like Dr. Bertillon, Professor Westergaard, Galvani and Lexis, that something other than mere figures was needed to express the results of statistical research. Diagrams and curves, logarithmic or otherwise, are required by the most conscientious of statisticians (who have a contempt for the big loaf and the little man) to supplement and complete their careful compilations. This method has been seized and mastered by the Japanese to a wonderful extent, and it is always a sure, as well as profitable, to open one of the Financial and Economic Annuals of Japan. The fifth (for 1905) has reached us by courtesy of the Consul-General for Japan. There is scarcely a page from which some interesting statement cannot be extracted. For the fiscal year 1905-6, it is apparent, at a glance, that the ordinary revenue was larger than ever before, and a second glance gives the figures, practically three hundred million yen. Ordinary expenditure for the same period was less than

for the previous year, and about 26 millions more than half the revenue. Land and liquors share the great bulk of the taxation. The burden that war is and may be is startlingly apparent in a diagram showing the national debts outstanding on 31st March last. Roughly a two-thirds segment of a circle shows the war debt, yen 1,003,317,150. The next biggest is the very innocent 167 millions required to consolidate old loans. The war has increased the national debt per capita from a little over ten yen to nearly thirty yen. It originated eleven years, and caused one hundred and seventy-six millions to be levied in special taxes. Yet the people continue "banzai-ing," and the accountant, who might well have been driven to "harmiki" while analysing all these millions of debt, visibly "choruses" in broad splashes of yellow and green, showing how the Japanese, when asked for one million,

The British steamer *Claverley*, now loading in the Menam, will, says the *Siam Observer*, take, when she goes from Koh-Si-Chang, the biggest task cargo ever sent in one bottom from Bangkok to Europe. Vis., about 1,500 loads, of 50 cubic feet each. She is taking timber for the East Asiatic Co., Ltd., for Geesha, London, Newcastle-on-Tyne and Glasgow. She was expected to leave at about the end of June.

Says a Madras paper: "The success of the previous reduction in the Indian rates to 2s. 6d. has been so conspicuously successful from a financial point of view, owing to the increase of traffic, which followed it, that it may be hoped that the announced further reduction will soon justify itself in the same way and give grounds for still further reduction before many years are passed. After all, a reduction of 6d. a week is not very much, and, until the tariff is reduced to 1s. a week, it can hardly be said that India enjoys a reasonably cheap telegraphic service."

TELEPHONE DEVELOPMENTS.

The Oriental Telephone and Electric Company, Limited, of which the Chinese and Japan Telephone Company is a subsidiary company, unanimously decided at an extraordinary general meeting of shareholders held in London on May 31st to create debenture stock to the extent of £200,000. The Chairman explained that the money was wanted for underground cables and similar purposes. Locally the work of placing the cables underground is now in progress. The Chairman informed the shareholders that the directors might contemplate the erection of new premises at Hongkong as the present exchange was too small for the needs of the business. Money was also required for developments in Egypt and India.

ANOTHER TRAM FATALITY.

Another fatal tramway accident is reported from Praya East. On Saturday a coolie was walking along the centre of the line and despite the incessant ringing of the warning gong, refused to get off. The car was just being pulled up when he stepped aside, and the motorman, thinking that all was right, set the tram going at the usual speed. As did so, the coolie again stepped on to the line and was knocked down by the car. He was picked up unconscious and removed to the Government Civil Hospital. There he showed signs of insanity, and was transferred to the Lunatic Asylum at which place he died shortly after admission.

FIRE IN WINGLOK STREET.

The fire brigades under Chief Inspector Baker were called out at 2.20 a.m. on Saturday morning to proceed to a fire in a bird-nest shop at No. 9 Wing-lok Street. This was the shop of the Hang Yuen Hop Kee firm. The rear of the ground floor of the shop was used as a store room, while the first floor was the residence of the manager. It was in the store room that the fire originated, and being fed with plenty of inflammable material, there was soon a big blaze. There was a plentiful supply of water, and the fire was subdued within an hour, but not before the ground floor was gutted. The outbreak is said to have occurred through the upsetting of a kerosene lamp. The shop was insured for \$25,000, \$20,000 in the Russian National Insurance Company, and \$5,000 with Messrs. Meyer & Company.

CHINA LIGHT AND POWER CO. LTD.

An extraordinary general meeting of this Company was held at St. George's Buildings, Connaught Road, on Saturday morning, when there were present—Hon. Mr. R. Shaw (Chairman), Sir C. P. Chater, Dr. Noble and Mr. H. B. White (Directors), and Messrs. A. Babington, N. H. Rutherford, W. R. Robertson, Fang Wa Chuen, A. Cordeiro and B. Henderson.

The notice convening the meeting having been read, also the resolution that the capital of the Company be increased to \$500,000 by the creation of 20,000 new shares at \$10 each, the CHAIRMAN proposed that such resolution be confirmed as a special resolution.

SIR PAUL CHATER seconded the proposition, which was carried unanimously.

THE CHAIRMAN—That is all the business, gentlemen.

ENTERTAINMENT AT THE
CATHOLIC UNION.

A large audience assembled in the hall of the Catholic Union on Saturday night, when the St. Patrick's Dramatic Society staged for the third time the farcical sketch "A Case of Spirits" and the drama "Rip Van Winkle." The two pieces were again very ably performed by the members of the Society. During the intervals Mr. A. Cunningham and Mr. G. Burnett contributed songs which were very much appreciated, and the splendid orchestra of the Sociedad Philharmonica played several selections. The evening was rather close, and the seats were arranged too near to one another, otherwise there was nothing to detract from the pleasure of a very enjoyable entertainment.

VOLUNTEER NOTES.

Gunner C. Strike has been permitted to resign from the Hongkong Volunteers, and A. S. Houchman and L. J. C. Anderson have been enrolled as members. Gunner W. T. Andrews has been granted twelve months leave of absence.

Yesterday there reached us an ominous rumour concerning the native banks at Canton, for which we prefer to await confirmation. Money is unusually "tight" at the native city.

The new organist of St. John's Cathedral, Mr. D. Fuller, who comes from Bournemouth, entered upon his duties yesterday. Since that Mr. Ward departed for Shanghai the duties of organist and choirmaster have been efficiently performed by Mr. E. J. Chapman. It was a melancholy coincidence that Mr. Fuller should have been called upon to play a funeral hymn of Mr. Ward's composition.

TELEGRAMS.

PRINCE ARISUGAWA IN ENGLAND.

LONDON, 6th July.

Lord and Lady Lansdowne gave a small luncheon party to-day in honour of Prince and Princess Arisugawa. The guests included Lord Roberts, Viscount Hayashi and Mr. Austin Chamberlain.

LATER.

The Japanese Naval Attaché, Captain Kurokawa, has entertained Prince and Princess Arisugawa at a picturesque dinner at the Savoy, the courtyard of which was transformed into a miniature Japanese landscape; the guests, who numbered sixty, were chiefly naval, and included Sir John Fisher.

BURGLARS AT WORK.

In the early hours of Saturday morning the residence of Dr. Koch at Babbington Path was entered by burglars, and goods to the value of \$161 stolen. The thieves effected an entrance by prizing open the shutter of a window, out of which they cut a pane of glass to unfasten the lock. The whole house was ransacked, and from appearance it looked as though the thieves had been disturbed in their work, as packages of goods which had been made up to carry away were left behind.

The premises of Senior Sanitary Inspector Lamb at No. 10 Braham Road, were also entered by thieves, who appropriated cash box containing money and jewellery to the value of \$500 each. These premises were undergoing repairs, and scaffolding was erected around them. The robbers are believed to have effected an entrance by climbing this.

INTERRED RUSSIAN SHIPS.

In the predictions which have been made in the Press as to the probable nature of the terms which Japan will submit at the forthcoming Peace Conference, it is generally agreed that surrender of the Russian ships of war intended in neutral ports will certainly form part of the indemnity. The list comprises 27 ships. They are enumerated as follows in a Toukin contemporary:

AT SHANGAI	AT TIENTSIN
Mandarin, gunboat	Tsarskowitch, cruiser
Astold, cruiser	Mezzotoline, destroyer
Grosrov, de ruyer	Bogatyrskich, destroyer
Erofili, destroyer	Bogatyrskich, destroyer
Vladimir, transport	Bogatyr, destroyer
Voron, transport	Simbol, destroyer
Fedor, transport	AT CHEFOO
Paros, transport	Skorik, destroyer
Cronica, transport	Sundin, destroyer
Koreia, transport	Stat's, destroyer
Meteor, waste-boat	Yustina, destroyer
Soi, torpedo-boat	AT MANILA
Diana, cruiser	Oleg, cruiser
At San Francisco.	Aurora, cruiser
Lion, transport	Jemtchong, cruiser

AT SAN FRANCISCO.

SELFISHNESS OF THE RICH.

Mr. Harold Begbie, writing in the *Daily Mail* on the extravagance of the smart rich folk, says:

"Twenty-five shillings for each person is often the cost of an ordinary luncheon, and in addition to this charge, there are the tips of the several servants. Now twenty-five shillings, the weekly wages of a carpenter, keeps a man, a woman, and a family of children in food, clothing, boots, and house-rent.

To spend a pound on a meal while there is one hungry woman in London is surely a blatant offence against humanity.

How is it possible, we ask ourselves, that a man can be so wicked? At one end of the social scale there is General Booth feeding the outcast at 1/- each, and at the other end of the scale there are these gross hedonists spending five-and-twenty shillings on a single meal. If it is possible, then, that while 1/- will feed a person, and while many people spend more than a sovereign on a single meal, there should be thousands of hungry people in this single centre of human life? The selfishness of the Philistines is an unphrased sea.

Consider what it means to spend fifteen, twenty, and thirty shillings on a bottle of champagne. One hundred and sixty people can be fed for a sovereign. Thousands of pounds are spent every day in London on champagne, and more than half the children of the poor go hungry to school.

Men pay two shillings and half a crown for a glass of special liqueur brandy and one and sixpence is a common price paid for cigar in a fashionable restaurant. A shilling, which would feed eight people, is paid for a thumbful of coffee.

All that is true enough, so far as it goes; but supposing the rich man is content with one of those three-ha penny meals, and foregoes his cigar and liqueur? His poorer neighbours, to be sure, must be the recipients of downright charity, must accept out and out gifts from him. By spending his surplus wealth on luxuries, the rich man allows it to filter down to his neighbours, without pauperising them. On his own line of argument, Mr. Begbie should dispense with all but bare necessities, which would reduce him to a wardrobe of sucking and rope, and a diet of bread and water.

"APARIMA" STOPPED BY
RUSSIANS.

HELD UP IN THE KABIMBI STRAITS.

Capt. Stott of the British steamer *Aparima*, which arrived at Singapore on June 29th from Newcastle, New South Wales, with a full cargo of coal, reported that at 2 p.m. on Tuesday, the 27th, his ship was stopped in the Karimbi Straits by the Russian converted cruiser *Terek*. An armed crew put off in a boat from the Russian warship and boarded the *Aparima*. On Capt. Stott assuring the Russian officers that the cargo was for Singapore his vessel was allowed to proceed on her voyage. The *Terek* is the vessel which sank the *B. I. Ichina*, but the Russians did not mention anything about that piratical act to Capt. Stott. The *Aparima* was detained only an hour.

LATEST STEAMER MOVEMENTS.

The P. & A. steamer *Nemania* left Moji on July 6th, and is expected to arrive here to-morrow at daylight.

The P. & A. s.s. *Arabie* sailed from Port Said on July 2nd, and is expected to arrive in Hongkong on August 3rd.

The str. *Hibiki* left Manila on Saturday, the 8th inst. at noon, and is due here to-day at 5 p.m.

THE WAR.

[DAILY PRESS SERVICE]

SAKHALIN CAPTURED.

LONDON, 6th July.

The Japanese have seized the island of Sakhalin.

The capture was effected without serious resistance.

The Russians retreated, after destroying all guns, buildings, &c.

[REUTER'S SERVICE]

THE NEW JAPANESE LOAN.

LONDON, 6th July.

Great Britain, the United States, and Germany will each take £10,000,000 of the new loan, which will be issued at 90, and interest at 4% per cent. It will run for 20 years.

SUZU CANAL.

COMING REDUCTION IN THE RATES.

It is understood that Suez Canal rates are to be reduced from January 1st. The traffic of the Canal largely increased in 1904, and this gave a commensurate increase in the dividend, which last year was 13 f. per share and this year 14 f.

As to whether the valuation is likely to be maintained, a high authority in the shipping world said to a Press representative lately: "In 1903 the Canal Company are going to lose 10,000,000, in consequence of this reduction, and it is a question whether or not such a loss can be continued. The Company are taking considerable risk in the interests of the shipping trade—certainly not in the interest of their own shareholders."

The proposed reduction is 75c. per share, which is equal to a reduction of 10,000,000£ or £400,000. The arrangement is just and proper, and the London programme, and is as mean in consequence of the agitation which was set on foot a short time ago.

On the other hand, there are shipping authorities who hold the view that the 75c. reduction is distinctly the outcome of the result of the war.

"At first," said one of these gentlemen to the representative, "they only talked of 25c. reduction, but, ultimately, a talk of 75c. was suggested."

The Company are paying 28 per cent. dividend on the shares, which is a breach of the London agreement. All profit over 25 per cent., according to the terms of that arrangement, ought to go to a reduction of the tonnage dues, and if that were adhered to in all probability the rates would be brought down to 24c.

"The agreement to which I refer was between M. de Lesspi and the London Committee of Shipowners on the other side. This is a clear logical agreement, and would no doubt hold good at least. It is a great deal more than reasonable understanding."

I learnt the other day from a gentleman of exceptionally high authority on these matters that the only explanation which can be given for men like those at the head of the Canal Company's affairs—including representatives of the British Government—practically breaking their word, lies in the fact that they have discovered that the London agreement, if adhered to, would place them in the position of fiduciary legatees. Still the code of honour that regulates private firms should apply in the case of great companies.

"The Company might have come to the shipowners and said, 'We are in mess—we must have this agreement altered.' The shipowners, who have shown every disposition to be reasonable, would, no doubt, have consented to the matter. Instead of that they have ridden rough-shod over everyone."

"As to the enforcement of the agreement, where is the court to enforce it? The shipowners would have to go to France, and in an international affair of this kind they ought to have their own Government with them. The Government, however, at this time, are sitting on the fence."

JAPAN'S ABILITY TO CONTINUE
THE WAR INDEFINITELY.

[REUTER'S SERVICE]

A very interesting French opinion on the respective capacities of Japan

THE SINGAPORE TRAM TROUBLES.

CAR OVERTURNED.

At Singapore on June 25th, a serious outrage was perpetrated upon the new electric tramways. By means of obstructions placed deliberately on the line, a car was capsized and thrown into the ditch by the roadside. Ever since the cars first made their appearance on the streets, there have been cases continually cropping up of more than merely mischief, obstructing the lines. All kinds of things calculated to throw the wheels out of the rail-beds have been found on the tracks from time to time. Bricks and road metal beaten into the rail-screws are some of these. In such cases, happily, little or no damage has resulted, and the thing has generally been set down to the mischief of the street urchins than to the maliciousness of the rickshaw coolies who seem in the advent of the tramways the ruin of his occupation.

But in this latest affair in Serangoon Road, an outrage which can deserve nothing less than the epithet of murderous has been enacted. A deliberate plan has been laid, well organized, and carried out by more than one irresponsible hand for the wrecking of an electric car, recklessly causing the loss of life that might ensue.

During the past few nights the cars have been running every night for trial and testing purposes. Serangoon Road was one of the routes chosen for the trials. One of the cars was going out at full speed over this route when

and only at McPherson Road it struck an unexpected obstacle. During the interval between

the passing of the last car and the coming of this one, somebody had been busy throwing up a deadly obstruction. And it was no ignorant brain that had designed it.

For a distance of about eighteen feet the track had been laid with broken road metal—flush with the rails at the beginning and gradually rising towards the end. Any big obstacles like a log placed across the track would have been easily visible from a good distance by the driver of the car in the strong glare thrown forward by the electric light in front, and the car in all probability would have been stopped in time to prevent a collision. But here the met employed was practically of the same colour as the roadway and its slanting smooth surface made its presence almost imperceptible.

The result was that the danger was not perceived until it was too late for the impetus to be taken off the vehicle, which shot up the slope at high speed and, as it bumped up the incline, was thrown over to one side and then capsized and fell with a crash of breaking wood and iron into the ditch. By good fortune the drivers on board escaped with little hurt, though they might easily have been killed. The car was very badly damaged.

News of the outrage was despatched to head quarters, and Mr. L. D. Tandy, the General Manager, was early on the scene. A wrecking party was got together and went out under the charge of Mr. Bradley to get the capsized car set to right, and the permanent way repaired.

It appears that several obstructions in the nature of bricks and stones were removed from the track no further away from the centre of the town than at Raffles Hotel.

As to who are the perpetrators of this heinous offence one can only guess widely. But there is a largely shared opinion that it is the hand-work of a section of the class most likely to be affected by the coming of the tramways; and these of course are the ricksha pullers. We have had experience in Singapore before now of the extent to which their malice and spirit of vengeance can go in dealing with a possible and foreign competitor like a tramway. The result will be that the damage will be repaired, however, that they might easily have been killed.

M. Tandy, we understand, has been in conference with the public authorities to get police protection for the running of his cars. The only method that would appear to be efficacious would be to have patrols along the routes. It will be a pity if such measures have to be resorted to, but no sacrifice is too great to prevent a recurrence of the lamentable affair in Serangoon Road.—*Straits Times*.

CHINA COPYING JAPAN.

In response to the desire of their Majesties the Emperor and Empress Dowager to change a great many useless customs in the Imperial Palaces, a Chinese official is now in Tokyo studying the curriculum of the Mikado's Court. This official is also engaged in studying the Mikado's manner of receiving Royal and distinguished visitors from abroad, it being wished, however, that they are not so short-sighted as not to perceive that the methods adopted by their class in killing the old Singapore Tramways will not be tolerated for a moment at the present day. If they wanted an example of more modern treatment of the same kind of problem it can be got in the case of the Colombo Tramways in connection with which special legislation was passed, for dealing with the coolies who made destructive attempts upon the new cars and apparatus.

M. Tandy, we understand, has been in conference with the public authorities to get police protection for the running of his cars. The only method that would appear to be efficacious would be to have patrols along the routes. It will be a pity if such measures have to be resorted to, but no sacrifice is too great to prevent a recurrence of the lamentable affair in Serangoon Road.—*Straits Times*.

SLAM ARMING.

The Siam Free Press has dwelt upon military preparations in that kingdom. It is stated that the military authorities have in contemplation the construction of various forts and other strongholds in several parts of the country. The old fort at Paknam is, it is stated, to have given way to a new structure built on modern scientific principles on which will be mounted some of the most formidable coast guns of recent make. A similar fortress, we are told, will be erected at Chanthaboon while Koh Si-Chang will be converted into a kind of Gibraltar. A new system of mines will also be laid so that ships of a hostile nation would in such a case stand a poor chance of approaching the Bar, or even of entering the Gulf.

PISCATORIAL RESEARCH IN JAPAN.

The Westminster Gazette states that Mr. A. Gordon Smith, who has during the past two years been occupied in investigating the fish fauna of the inland seas of Japan, taking up his residence in Kobe, has returned to England, conveying a mass of information not only on the immediate subject of his work in this country, but also on the natural history generally of Japan. Several of his specimens of fishes are believed to be specimens new to science, and he has also obtained one or two new species of mammals. Mr. Gordon Smith proposes to return to Japan shortly to resume his labours in the Island Sea.

JAPANESE PRIESTS IN CHINA.

The Peking Times of June 24th says:—During the past few weeks increasing attention has been directed by nearly all the Viceroys and Governors to the question of the great influx into the southern provinces of Japanese Buddhist priests. Quite a number of these men had entered and made themselves at home in Fukien and Chekiang Provinces before the Chinese began to realize the danger of the immigration, but they now appear to be doing so. It will be remembered, perhaps, that some two years or more ago, an edict was issued ordering all temples not actually in use for religious purposes to be converted into schools so that the people might have some practical good from their existence, as by far the majority of the temples were but nests of iniquity and sin. This edict was received with much satisfaction by the people and was acted upon very promptly in many districts, schools being at once opened. It was, then, no small disappointment a few weeks ago when another edict was issued suddenly giving these same temples and idle Buddhist priests protection. The edict was 9th, 3rd Moon and was in effect as follows:—

"It has come to our knowledge that the people are being vexatiously taxed for school and industrial purposes, and even the priests are being taxed. This is very improper and the Viceroys and Governors must give orders that temples of all kinds and the property of the priests shall be protected and must not be molested under any pretext. The properties of the temples shall not be vexatiously taxed for local work, however important in order that the integrity of the Government may be preserved."

Such big-headed ambitions may exist in the minds of jingo patriots and school boys, just as in 1871 they filled the heads of enthusiastic Germans who, after conquering the French, insisted that Germany could not rest on her territories until it had effected the conquest of all Europe. "A century hence, perhaps, Japan will be ready to begin another war to dislodge some troubous malcontents—and is perhaps re-achieved later under different auspices."

It is since the issue of this edict that the Japanese priests have been pouring into the country. Viceroy Yuan, as well as Chang Ching-tung and Chow Fu have each and all addressed the Throne in very strong terms to request for the matter, and the emperors which is likely to be made in consequence of this edict. Viceroy Yuan pointed out that the latter's edict was presumably only intended to protect the interests of the temples actually in use for religious purposes and in no way to interfere with those already turned into schools. But he maintains that there is danger, nevertheless, that the two may be confounded, and that mistakes may arise and educational work be thereby endangered. The educational work in China he states has been enabled to advance and accomplish so much mainly on account of the saving in expense effected by the conversion of these useless temples, and many of the priests have been given donations, while immoral numbers have been done away with. He prays that this desirable state of things may be allowed, and that the last edict was not intended to do away with voluntary contributions, or to interfere with the school work in any way.

These are the same men who a few years ago made the mistake of belittling and under-estimating Japanese possibilities. They are equally astray now in ascribing to the Japanese superhuman capacities and intentions.

"What Japan's astounding success in the war with Russia has done is to awaken among the Chinese the sturdy determination to profit from western civilization as the Japanese have done.

China has been rudely and unwillingly aroused to the realization that the Japanese, whom Chinamen once despised as the inferior branch of the yellow race and ignoble imitators of a counterfeit culture, have by systematic employment of that culture leaped overnight into the counsels of the mighty and won an indisputable right to rank with the world's great powers.

To-day all conservative leaders of thought and action in China are pressing for the adoption of the system whereby Japan has found itself.

"That is the great result of the war as far as China is concerned. To my mind China's determination to profit from western ideals is a guarantee of not a danger to the security of western interests in the Far East. More and closer contact with Europe and America—not the foreign devil idea—is the policy which Japan's triumphs have irreversibly fastened upon the Chinese mind. China has seen what western-taught Japan can do and she has already begun to try some of that schooling herself. The forthcoming war in the Far East will be a war of brains, a battle of cleverness. With equality of opportunity—the open door—victory will come to the nation or nation that brings the most enterprise and the highest degree of intelligence to bear. Europe and America will start in the competition handicapped by the natural advantages enjoyed by Japan, through racial, lingual and geographical ties, but there is no occasion for the white nations to strike their colours on that account. Indeed, they will only be spurred on to greater endeavours. Japan will place a higher value on her services, as well as her work, after the war with Russia. Her military and naval instructors will not be so cheaply had as in the past. Her labour will be more costly and the prices of her goods will advance. All these things—the natural result of successfully waged war—provided the war does eventually end successfully for Japan—will lighten the competition for Europe and America.

"Germany has no intention of building a great fortress in Kiaochow. It could only be of service in war in case of a conflict with Japan, and even then, owing to Japan's proximity, would not long be tenable. Our pursuits in China are those of trade, and our naval base at Tsingtao is not for war. It is for peace. It is needed as a haven for German ships of war and commerce, in order that they need not always have to seek the hospitality of foreign harbours, and in order that Germany itself may be able to be hot in Far Eastern waters. It is a free port, open to the shipping of the world—as free as Hamburg or Bremen.

"Germany seeks and exercises no exclusive rights in the province of Shantung, which our occupation of Kiaochow has made a German sphere of influence." Mining, building, railway and shipping concessions are available to the investors of all nations. During my acquaintance of the government of the colony I have considered it an honour to welcome foreign enterprise to Shantung and systematically encouraged its advent. If there are persons who think that Germany has shamed the open door in China, they have either never attempted to find out if it really is open, or else prefer deliberately to misrepresent us.

COSSACKS IN MANCHURIA.

Terrible accounts are circulated about the barbarous conduct of Mischenko's Cossacks who are engaged in the southward raids recently spoken of. They carry very little in the way of provisions, and, depending upon the resources of the country for support, they do not scruple to rob and plunder everywhere. Murder and rape adorn their progresses, and wherever they have passed, the corpses of men and women are to be found. Thus in the track of the Cossacks who recently achieved the exploit of attacking a Japanese field hospital, it is said that they have found a Chinese cart with the corpses of six young people, one of them, a girl of 16, being mutilated in an indescribable manner.

Another statement made is that Mischenko's

Cossacks have for guides a number of Hungarians whom they have dressed in Japanese uniforms so exactly imitated as to be indistinguishable from the originals.

The *Jiji-Shiryo* has a very strong article on the cruel and barbarous conduct of the Russians, or any rate of some sections of their armies during the present war. They stand to their eternal discredit the murder of wounded men in cold blood—a brutality again and again perpetrated; the sinking of transports without any attempt to save their hundreds of occupants; the seizure and detention of non-combatants; the destruction of merchantmen; the attack of field-hospitals and arsenals; the violation of neutral territory; the raiding of private property; the despoiling of soldiers and officers; the murder of peaceful offending people of both sexes and all ages; the violation of women; and the wanton burning of Chinese houses. The *Jiji-Shiryo* naturally writes very indignantly, and is disposed to think that the later atrocities perpetrated by the Cossacks may be attributed to a mood of desperation begotten of perpetual defeat. To us (*Japan Mail*) not the least strange feature of all this business is the apparent indifference of the foreign public. There seems to be a determination to keep silence. One Yo-ohama foreign journal recently made the astonishing assertion that a cleaner war than this was never waged. Are we to suppose then, that all the stories told about Russian doings are fiction? Yet, if even a fraction of them be true, it is a shocking record, and not the least shocking, probably, are many of the Russians themselves, for although many excesses terrible excesses have been committed by their armies we believe the average Russian officer and soldier to be as temperate and kindly as the men of any military force in the world.

GERMANY IN CHINA.

INTERVIEW WITH A GOVERNOR.

The Chicago Daily News prints an interview with Rear-Admiral Trappel, Governor of Kiaochow, and now on leave of absence at Berlin. The interview is signed by F. W. Wils, and opens by stating that Governor Trappel's long stay in Berlin is popularly associated with important plans for fortifying Germany's naval, military and political position in the Far East. Admiral Trappel received the *Daily News* correspondent in his office at the navy department and discussed candidly German aims and sentiments as they are affected by the new history which Japan's victorious army and navy are writing in Asia.

"I do not pretend to interpret the views of those in supreme authority over German policy," said Admiral Trappel, "but as one who speaks from impressions gained on the ground, I have no hesitation in branding as unfounded the fears current in some quarters of my country that German interests, especially our territorial rights in Shantung, are endangered by Japan's predominance in China. Among responsible statesmen and prudent people of Japan there is no thought of permitting the flush of victory over Russia to precipitate adventures and costly conflicts with Germany or any other nation which holds territory in the east."

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AN EDUCATIONAL PERIL.

It has long been noticed by the generation of Chinese who happen to be in power, that when they send their promising youth to foreign lands to be educated, results are liable to follow which are not only not "nominative in the bond," but which are unwelcome and undesirable.

It was, says the *N. C. Daily News*, a somewhat premature discovery of this disagreeable fact which led early in the eighties to the recall of the Chinese who had been sent to America.

Upon their arrival in China the disease was found to be even more deeply seated than was supposed, and the subsequent educational career of these youths was embittered by the harshness of consecutive and malignant Tauchais, and by a general lack of sympathy with the new cult.

The policy of sending Chinese to Japan to be educated is of long standing, and has been alternately favoured and denounced. It is now more popular and more inevitable than ever, yet it is well known that the Empress Dowager and many high officials look upon the expedient as a bristling with potential dangers. No amount of the most rigid quarantine can exclude what is born to us in the air, and Japanese air during the past year and a half has been charged with much that is new in China, and is now made of a new kind.

It is not a recent phenomenon only that Chinese students in Government schools not infrequently take the bit in their teeth, and run away with all the properties. Sometimes the occasion is an obvious instructor, sometimes it may be an undesirable study—perhaps an unpopular bill of fare. Occasionally a provincial institution held converse with the gods of mundane affairs,

in the sixth month of last year, and the latter kindly communicated their views for the end of mortal life. Among these gods are the village deity and Kuanti, popularly supposed to be the God of War, a deity by the name of Chuang, whose acquaintance probably the reader has never made, and several others.

If we could see that the language of the other world must be something like this one, judging by the pamphlet before us, except that the gods one and all drop into poetry. The Kuanti should take to the Masses which he wishes to make a revelation, surprises us; but no one can be surprised that the god himself hangs finds poetry his native element, when it is known that on earth he could not even read.

As for topics they seem to be of a jaded and cunctious nature. The world is going to the dogs. The officials are bad, the number of honest men in China is small. Men do not care for that which is of highest worth, and the gods declare that there will likely be some who will be indifferent to this publication, whose inspired pages were taken down on dates which are given. [The tone is quite *Beckelian*.]

The officials, we are told, are squandering money in vain to establish schools, which would have been better spent in teaching virtue in the good old way, rather than by teaching learning which comes from the Westerners. The Catholics and Protestants have a liberalized dose of the Golden Pill given them impartially, for they are told that their doctrine will not prevail, that the men who enter the Church are drawn to it by seductive words, and that only fools pay any heed to them. This is as it should be, and the said denominations owe thanks for the information, which may thus save a mint of money. Unfortunately, the said denominations in this region are finding their hands full with the applicants to enter, and in the Protestant Church certainly, the number of those who have a degree or the reading man, is much above the average. Moreover, it is pertinent to inquire why the gods did not exhibit some of the learning in the composition of this pamphlet, which is more after the style of a theatre play than an essay from the pen of a graduate. We fear the gods have not been fairly reported on this occasion.

Another subject, which is mentioned but not pursued at length, is the Boxer uprising of 1900. Here we are informed that the gods did not come down and take possession of the said Boxers, but that the time had arrived when they should be punished, and punished they were.</p

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies for Cash. Telegraphic Address: PRESS, CODES, A.B.C., 5th Ed. Levers. P.O. Box, 33. Telephone No 12.

NEW ADVERTISEMENTS

TO LET.

TWO ROOMS and Verandah on the First Floor of the Old Hongkong Club, suitable for Office. Immediate Possession. Apply to— A. P. J. SOARES, No. 1, Duddell Street, Hongkong, 10th July, 1905. [1633]

BILLIARD TABLE.

WANTED for the Hongkong Seamen's Institute a Good Second-Hand BILLIARD TABLE. Any Gentleman having one to dispose of is requested to communicate with the Head Agency of the JAVA-CHINA-JAPAN LIJN. Rev. J. H. FRANCE, 5, Lyseman Villas, Kowloon, Hongkong, 10th July, 1905. [1634]

NAVY CONTRACT.

TENDERS are invited for the supply of MISCELLANEOUS MATERIALS (Fir, wood, Lime white heat, CHARCOAL, &c.) from the 1st August, 1905, to H.M. Dockyard, Hongkong.

Forms of tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Dockyard, and should be returned not later than the 18th July, 1905.

A deposit of One Hundred Dollars (\$100) will be required when applying for tender forms, to be returned if the tender is declined. Hongkong, 10th July, 1905. [1635]



IN THE SUPREME COURT OF HONGKONG.

In the Goods of JAMES MC' ACHLAN, late of Victoria, in the Colony of Hongkong, Consulting Engineer, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the 7th day of October, 1905, for sending in Claims against the above estate.

All Creditors are hereby required to send their Claims to the undersigned before the said date; and Debtors to the Estate are requested to pay the sums due by them to the undersigned without delay.

AARATHON SETH, Official Administrator. Dated this 7th day of July, 1905. [1636]



GOVERNMENT NOTIFICATION.—No. 411.

TENDERS will be received at this Office until NOON of MONDAY, the 14th day of August, 1905, for the purchase of the following PLANT and MATERIALS, formerly in use on the Praya Reclamation Works (Ordinance No. 6 of 1897):

Lot 1.—STEAM Tug BOAT built by the Hongkong and Whampoa Dock Co. in 1890. Length between perpendiculars, ... 20 feet. Breadth, extreme, ... 17 " Depth moulded, ... 8 " Compound surface condensing Engines, about 24 N.H.P.

Lot 2.—FLOATING STEAM DERRICK CRANE supplied by the Hongkong and Whampoa Dock Co. in 1890. Working load 8 tons at a radius of 50 feet. The Crane built entirely of iron, and mounted on an Iron Pontoon, 60 ft. by 40 ft. by 6 ft. 8 in., with semicircular ends. Draft 2 ft. 6 in.

Lot 3.—LIGHTERS (2) for deck cargo (concrete blocks).—Built by the Hongkong and Whampoa Dock Co. in 1890. Constructed of Manila hardwood and Oregon pine, and sheathed with zinc. Dimensions 27 ft. by 5 ft. 6 in. Carry 50 tons on a draft of 3 feet.

Lot 4.—LOCOMOTIVE STEAM DERRICK CRANE by Ransomes and Rapier. Working load 8 tons at a radius of 25 feet.

Also 516 linear yards of 70 lbs. flat-bottomed STEEL RAILS, with points and crossings. FISH PLATES, BOLTS, SPIKES, and sundry PLATE, LAYER'S TOOLS.

Lot 5.—DRIVING GEAR by Siebe, German & Co.:—

2 No. Double Air-Pumps. 1 " Single Do. 4 " Helvelets. 133 lin. feet of second hand Air Pipe. 150 " new Do. And a quantity of new Underclothing, &c.

Lot 6.—CONCRETE BLOCKS. 150 mds. varying from 96 to 144 cubic feet, more or less damaged. Total bulk about 15,300 cubic feet.

For all particular apply to the Public Works Department.

The Government does not bind itself to accept the highest or any tender.

By Command,

F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 30th June, 1905. [1637]

FROM ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ARCADIA."

Captain Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M.

Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th July, will be subject to rent.

All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th July, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 8th July, 1905. [1631]

NEW ADVERTISEMENT

JAVA-CHINA-JAPAN LIJN.

FROM YOKOHAMA, KOBE AND MOJI.

THE J. C. J. Lijn Steamship

"TJIMIWA."

Captain de Bronwets, having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed at their port into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th July, will be subject to rent.

All claims must be sent in before the 10th July, or they will not be recognised. No Fire Insurance will be effected.

Bills of Lading will be counter-signed by the Undersigned.

The steamer will be despatched for Batavia, Cheribon, Samarang, Sourabaya and Macassar on the 11th July:

Head Agency of the JAVA-CHINA-JAPAN LIJN.

Alexander Buildings, Hongkong, 8th July, 1905. [1638]

INTIMATIONS.

POSITION REQUIRED.

ENGLISH GENTLEMAN (aged 20) shortly returning from a Holiday in England, is desirous of obtaining a position of Responsibility in a Hongkong Firm—Secretary preferred. Seven years' Fair Eastern business experience; highest references and qualifications.

Apply to—"BARDSELEY," Cars of Daily Press Office, Hongkong, 8th July, 1905. [1625]

COMPRADEO WANTED.

WANTED a COMPRADEO by an European firm doing piece goods and general business. Must furnish security for \$400.00.

Apply by letter to—R. S. T., Care of Daily Press Office, Hongkong, 8th July, 1905. [1619]

LAUNCH WANTED.

WANTED to share a STEAM LAUNCH for Harbour Work. Please state terms, &c., by letter to—

"HARBOUR," Care of Daily Press Office, Hongkong, 30th June, 1905. [1555]

NOTICE.

TYPEWRITERS CLEANED and REPAIRED by a First-class Mechanic.

Apply— T. C. SWABY, 4, Queen's Road Central, Hongkong, 4th July, 1905. [1596]

TUITION.

LESSONS given in English.

Apply— P. O. BOX 335, Hongkong, 4th July, 1905. [1594]

STENOGRAPHY AND TYPEWRITING.

T. C. SWABY

BEGS to announce that he has opened an Office at 4, Queen's Road Central (1st Floor), where he will be prepared to undertake SHORTHAND and TYPEWRITING work, All work will be executed promptly at Moderate Charges.

A Class for instruction in PITMAN'S SHORTHAND will be held daily (except Saturdays and Sundays); fee \$10 per month. Individual Tuition by arrangement.

Telephone—No. 454, DEACON, LOOK R. & DEACON, 1452. Solicitors for the Administrator.

HONGKONG, 1st July, 1905. [1521]

RUIAET PERE & FILS, REIMF.

Established 1719. CHAMPAGNE WORKERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO. Sole Agents. Hongkong, 17th May, 1905. [1521]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LTD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW, Munaret, 1st Floor, 37, Connaught Road, Hongkong, 14th June, 1905. [1433]

ROBERT CRAWFORD'S

C. C. C. WHISKY, Price ... \$10 Per Dozen.

Sole Agent— KWAN, T.Y.E., 110, Queen's Road Central, Hongkong, 12th April, 1905. [1609]

SUN FAT & CO.

MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR,

EMBROIDERIES, JACKS, SLEEVES, PONCEES, GRASS LINEN, SHAWLS, HANDKERCHIEFS, BLANKETS, TURKS, EBONY FURNITURE AND FANCY GOODS.

NO. 82, QUEEN'S ROAD CENTRAL, Any Order Promptly Attended To

Hongkong, 12th January, 1905.

NOW READY.

A TABLE OF THE

RATES OF EXCHANGE AT HONGKONG

for Demand Drafts on London on the day of or preceding the Departure of the English Mails; also Table of Yearly Approximate Averages FOR 31 YEARS.

1874 to 1904.

Price 32 Cash. On Sale at the "DAILY PRESS" OFFICE, or Local Booksellers.

Hongkong, 11th May, 1905.

AUCTION

PUBLIC AUCTION.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Action No. 135 of 1905.

To be sold by Public Auction by order of the Supreme Court of Hongkong.

VALUABLE LEASEHOLD PROPERTY SITUATE AT KOWLOON.

in the Colony of Hongkong.

On FRIDAY, the 14th day of JULY, 1905, at 3 o'clock in the afternoon at Messrs. HUGHES and HOUGH'S SALES ROOMS, Des Vaux Road Central.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th July, will be subject to rent.

All Claims for damage must be sent in before the 10th July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by the Undersigned.

The steamer will be despatched for Batavia, Cheribon, Samarang, Sourabaya and Macassar on the 11th July:

On FRIDAY, the 14th day of JULY, 1905, at 3 o'clock in the afternoon at Messrs. HUGHES and HOUGH'S SALES ROOMS, Des Vaux Road Central.

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No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

BANKS

HOW'S YOUR LIVER?

SCIENTIFIC MISCELLANY.

SHARE REPORT.

HONGKONG & SHANGHAI BANKING CORPORATION
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
SILVER RESERVE 8,000,000
RESERVE LIABILITY OF PROP. TOES \$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq.—Chairman.
A. H. BARTON, Esq.—Deputy Chairman.
Hon. G. W. Dickson, M. H. Schubert, Esq.
E. Goetz, Esq. E. Sholom, Esq.
G. H. Mathurin, Esq. N. A. Saks, Esq.
A. J. Raymond, Esq. Hon. R. Shawan.
F. Salinger, Esq.

CHIEF MANAGER.

Hongkong—J. R. M. SMITH

MANAGER.

Shanghai—H. E. R. Hunter

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per Annum on the daily balance.

ON FIXED DEPOSITS.
For 3 months 3% per cent. per Annum.
For 6 months 3½ per cent. per Annum.
For 12 months 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 17th May, 1905.

23

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,720,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokio Kobe Nagasaki
London Lyons New York
San Francisco Honolulu Bombay
Shanghai Tianjin Nanking
Daiyui Peking Mukden
Port Arthur Chefoo

LONDON BANKERS.
THE LONDON JOINT STOCK BANK, LIMITED.
PARKE'S BANK, LIMITED.
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

On fixed deposits for 12 months 3%, per annum.

" " " 3% " "

" " " TAKEO TAKAMICHI,
Manager.

Hongkong, 22nd May, 1905.

27

THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED Yen 5,000,000
CAPITAL PAID-UP 2,500,000

HEAD OFFICE: TAIFER, FORMOSA.

BRANCHES AND AGENCIES.

Amoy Kobe Taiwan
Anping Nagasaki Tamsui
Foochow Osaka Tokio
Keelung Shanghai Yokohama

HONGKONG OFFICE:
4, QUEEN'S ROAD,

Interest allowed on Current Account.
Deposits received on terms which may be learnt
on application.

S. SHIGENAGA, Manager.

Hongkong, 1st November, 1904.

1121

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Role may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed or FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902.

THE DUTSCH-ASIATISCHE BANK.

AUTORISED CAPITAL Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS—BERLIN.

BRANCHES: Berlin Calcutta Hongkong
Tientsin Tsingtao Tainan

LONDON BANKERS:
MESSRS. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON, GESSELLSCHAFT.

DIRECTION DES DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEP. SITS received on terms which may be learnt on application. Every description of Banking and Exchange business transacted.

M. HOMANN,
Manager.

Hongkong, 1st April, 1905.

28

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 185

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £200,000

RESERVE LIABILITY OF SHARES £900,000

RESERVE FUND £575,000

INTEREST allowed on Current Account
the rate of 2½ per annum on the Daily balance.

On Fixed Deposits for 12 months 3% per cent.

" " " 6% " "

" " " 3% " "

" " " T. P. COCHRANE,
Manager.

Hongkong, 18th May, 1905.

29

HOW'S YOUR LIVER?

SCIENTIFIC MISCELLANY.

The liver is called upon in tropical and sub-tropical countries to serve the physiological functions of the body in a manner altogether in excess of what obtains in temperate climates, says the Journal of Tropical Medicine. "The first effect of heat is to excite the action of the liver, but after residing for some time in a tropical climate, the liver becomes exhausted, and the balance of function is now above, now below the normal. The consequence is digestive and other troubles, which are ever apt to engender the habit of taking drugs. The allusion is figurative, merely, and a mild dose of Abby's Effervescent Salt is all that is required as a corrective of the natural indicidal, and we have no hesitation in recommending it. It is pleasant to take, and can be used as a refreshing drink, or as a gentle laxative, according to the quantity taken."

Abby's Salt is a pleasant cooling invigorating effervescent tonic laxative, it regulates the action of the stomach, liver, bowel and the system generally; it aids digestion, promotes excretion, purifies the blood and clears the complexion.

Abby's Salt makes a delicious and refreshing draught at any time. It tastes somewhat like Soda Lemonade and is particularly enjoyable as a healthful beverage in hot climates.

Sold in two sizes by all Chemists or Stores and by WATKINS, Limited, and A. S. Watson, Limited, of Hongkong.

THE ABBEY FRUIT SALINE COMPANY, Limited, 144 Queen Victoria Street, London, E.C., England. [1943-S]

1943-S

SHIPPING.

ARRIVALS.

ARCADIA, German str., 5,537, G. Schmidt, 8th July.—Hamburg, 13th May and Antwerp 28th. General—Hamburg-Amerika Line.
CHILOE, Norwegian str., 1,102, Arneesen, 9th July.—Calcutta 23rd June, Coal—Asgaard, Thorsen & Co.
CHIYUEN, Chinese str., 1,300, Chas. Stewart, 9th July.—Shanghai 5th July, General—Chinese.
FAUSANG, British str., 1,410, T. A. Mitchell, 9th July.—Shanghai 5th July and Swatow 8th. General—Jardine, Matheson & Co.
HEINMANN MENZEL, German str., 1,664, W. Hanno, 8th July.—Moji 3rd July, Coal—Chinese.
HERO, Norwegian str., 2,418, O. Svartvold, 8th July.—Kuching 1st July, Coal—Mitsui Bushi Kisha.
HINSHAN, British str., 2,114, J. Davis, 8th July.—Java 29th June, Sugar—Jardine, Matheson & Co.
HONGKONG, French str., 742, A. Suzoni, 9th July.—Haiphong and Hainan 8th July, Rice and Pigs—A. R. Martyn.
KAIFONG, British str., 981, Finlayson, 8th July.—Cohn, 4th July, General—Butterfield & Swire.
KEONOWAI, German str., 1,155, Kohler, 8th July.—Bangkok 2nd July, Rice—Butterfield & Swire.
KIEFIELD, British str., 2,291, T. B. Watson, 9th July.—Calcutta 22nd June, Coal—Jardine, Matheson & Co.
KWANGTUNG, Chinese str., 9th July.—from Canton.

LIAOBANG, British str., 3,466, P. M. B. Lake, 9th July.—Calcutta 24th June and Singapore 6th July, General—Jardine, Matheson & Co.
OCÉANIQUE, French str., 4,759, Conver, 9th July.—Shanghai 6th July, Mails and General—Messageries Maritimes.
PROTECTOR, Norwegian str., 1,074, N. C. Krubbe, 7th July.—Tamsui via Amoy and Swatow 6th July, General—Osaka Shosen Kaisha.
SHAONHAI, British str., 8th July.—from Canton.
SUNGKANG, British str., 1,021, Pennefather, 8th July.—Swatow 7th July, General—Butterfield & Swire.
TJIMAH, Dut str., 2,475, N. de Brons, 24th June, Karatsu via Amoy and Swatow 24th June, General—Java-China-Japan Lijn.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
8th July.

Holstein, German str., for Sajon.

Hongkong, I. British str., for Amoy.

DEPARTURES.

8th July.

DOTT, Norwegian str., for Hilo.
HALIAN, French str., for Howick.
HEINMANN MENZEL, German str., for Canton.
JAPAN, British str., for Shanghai.
LYDIA, German str., for Yokohama.
MADELEINE RICKMERS, Ger. str., for Swatow.
MANICA, British str., for London.
ONSANG, British str., for Singapore.
PALERMO, British str., for London.
PESHAWAR, British str., for Shanghai.
SHANTUNG, British str., for Sourabaya.
STENTOR, British str., for Shanghai.
ZAFIRO, British str., for Manila.
9th July.

ARCADIA, German str., for Shanghai.

CLARA JENSEN, German str., for Shanghai.

DEE, British torpedo, for Weihaiwei.

DIADEM, British cruiser, for Weihaiwei.

EGREMONT CASTLE, British str., for Saigon.

ETRICK, British torpedo, for Weihaiwei.

FRI, Norwegian str., for Haiphong.

LOUISE ROTH, British str., for Newcastle.

NICOMEDIA, German str., for Portland.

EFFIA, German str., for Yokohama.

SHIPPING REPORTS.

The Norwegian str. *Proteus* reports: Squally weather and heavy rain.

The British str. *Hinong* reports: Moderate following winds and fine weather.

The British str. *Kaiyung* reports: Light variable winds and calm, smooth sea.

The British str. *Fusang* reports: Moderate to light S.W. wind with fine weather.

The Chinese str. *Chiyuen* reports: Moderate S.W. monsoon throughout, fine and clear.

The British str. *Kirfield* reports: Strong to fresh monsoon with rough sea in Bay of Bengal.

Passed Singapore July 1st, 8 p.m., strong southerly winds with rain and rough sea up to lat 11° N.; then moderate to light winds into port.

VESSELS ON THE BERTH
FOR NAGASAKI, KOIJI AND YOKOHAMA.

"SHIRE" LINE OF STEAMERS.

THE Steamship "DENBIGHSHIRE,"

will be despatched for the above ports TO-DAY, the 10th inst.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., Agents "Shire" Line.

Hongkong, 8th July, 1905. [1627]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "LIGHTNING"

Captain J. G. Spence, will be despatched for the above ports TO-MORROW, the 11th inst., at Noon.

For Freight, apply to

DAVID SASOON & CO., LTD., Agents.

Hongkong, 6th July, 1905. [1601]

COMPAGNIE DES MESSAGERIES MARITIMES, FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN, NEAR AND BLACK SEA PORTS.

THE Steamship "OCEANIEN"

Captain Courte, will be despatched for MAR-

SELLIES TO-MORROW, the 11th July, at Noon.

For Freight, apply to

S.S. "TOURANE" ... 25th July.

S.S. "TONKIN" ... 8th Aug.

S.S. "ARMAND BEHIC" ... 22nd Aug.

G. de CHAMPEAUX, Agent.

Hongkong, 28th June, 1905. [12]

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	STEAMSHIP'S NAME	PORT & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA MANILA, &c.	PALMA	Brit. str.		G. W. Cockman, E.N.R.	P. & O. S. N. Co.	About 12th inst.
LONDON, &c. VIA PORTS OF CALL	SIMLA	Brit. str.	—	C. D. Goldsmith, E.N.R.	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	HYSON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 18th inst.
LONDON, AMSTERDAM & ANTWERP	AJAX	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 1st Aug.
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 15th Aug.
LONDON, AMSTERDAM & ANTWERP	PARSLEY	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 28th Aug.
MARSELLES, &c. VIA PORTS OF CALL	COURTE	Freight		Courte	MESSAGERIES MARITIMES	To-morrow, at 1 P.M.
HAMBURG VIA STRAITS, &c.	F. v. Letten Petersen	Freight			MELCHERS & CO.	On 19th inst., at Noon.
HAMBURG & HAMBURG VIA STRAITS, &c.	Russ	Freight				On 14th inst.
HAMBURG & HAMBURG VIA STRAITS, &c.	Hildebrandt	Freight				On 16th inst.
HAMBURG & HAMBURG VIA STRAITS, &c.	Schulke	Freight				On 28th inst.
HAMBURG & HAMBURG VIA STRAITS, &c.	Sachs	Freight				On 9th Aug.
HAMBURG & HAMBURG VIA STRAITS, &c.	Luning	Freight				On 23rd Aug.
HAMBURG & HAMBURG VIA STRAITS, &c.	Flock	Freight				On 6th Sept.
OCEANIA	Tomarovich	Freight				Quick despatch.
TELEMACHUS	Sander, Wieler & Co.	Freight				On 29th inst., P.M.
TELEMACHUS	BUTTERFIELD & SWIRE	Freight				On 20th inst.
STENTOR	BUTTERFIELD & SWIRE	Freight	1 m.			On 29th inst.
AFRICAN PRINCE	MacFarlane	Freight				On 29th Aug.
VERONA	Dobronz	Freight				About 12th inst.
INDRAWEI		Freight				About 25th inst.
ST. HUGO		Freight				About 25th inst.
VANDALIA		Freight	1 m.			On 31st inst.
EMPEROR OF JAPAN		Freight	2 m.			About 4th Aug.
ATHENIAN		Freight	1 m.			On 9th Aug.
PLEIADES		Freight	1 m.			On 12th inst.
KEEMUN		Freight	1 m.			On 12th inst.
PORTLAND, OREGON VIA SHANGHAI, &c.	NUMANTIA	Freight				On 17th inst.
AUSTRALIAN PORTS VIA MANILA, &c.	CHINOTU	Freight	1 m.			On 16th inst., at Daylight.
AUSTRALIAN PORTS	PRINZ WALDEMAR	Freight				On 13th inst.
AUSTRALIAN PORTS	DENDIGHSHIRE	Freight				On 12th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	TAIWAN	Freight	1 m.			On 25th inst., at Noon.
KOBE	HUJHEN	Freight	1 m.			To-day.
CHEFOO & NEWCHWANG	WOSANG	Freight	1 m.			On 15th inst.
TIENTSIN	SHAOHSING	Freight	1 m.			On 13th inst.
SHANGHAI & CHINKIANG	SHANGHAI	Freight	1 m.			On 17th inst., at 3 P.M.
SHANGHAI, KOBE & YOKOHAMA	KWONGSAM	Freight				To-morrow, at 3 P.M.
SHANGHAI	TONKIN	Freight				About 11th inst.
COROMANDEL	PROTEUS	Freight				About 12th inst.
TAMSUI VIA SWATOW & AMOY	KRABBE	Freight				To-day, at 8 A.M.
TAMSUI VIA SWATOW & AMOY	PROMISE	Freight				On 16th inst., at 8 A.M.
ANPING VIA SWATOW & AMOY	THORSTENSEN	Freight				On 12th inst.
TAMSUI VIA SWATOW & AMOY	TRIUMPH	Freight				To-morrow, at 10 A.M.
TAMSUI VIA SWATOW & AMOY	HAALEN	Freight				On 13th inst.
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	HAITAN	Freight	2 h.			To-morrow, at 4 P.M.
MANILA	TEAN	Freight	1 m.			On 15th inst., at Noon.
MANILA	LOONGSAM	Freight	1 m.			On 22nd inst., at Noon.
MANILA	EUBE	Freight				To-morrow.
ILIOILO	ZAPIEC	Freight				On 14th inst.
CEBU & ILOCANO	KAIJONG	Freight	1 m.			To-morrow, at Noon.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Freight				On 14th inst., at 3 P.M.
SINGAPORE, SOURABAYA & SAMARANG	HINSHANG	Freight				On 16th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	LAIBANG	Freight				On 18th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	ISHCHA	Freight				To-morrow, at Noon.
BATAVIA, CHERIBON SAMARANG & C.	TIJMARI	Freight				About 11th inst.
	de Brouwe's	Freight				

VESSELS ON THE BERTH

THE AMERICAN & ORIENTAL LINE

FOR NEW YORK AND BOSTON

With liberty to call at the Malabar Coast.

THE Steamship

"AFRICAN PRINCE"

Captain MacFarlane will be despatched for the above ports or about WEDNESDAY, the 12th July.

For further particulars, apply to

ARNHOLD, KARBERG & CO., Agents.

Hongkong, 28th June, 1905. [1

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.
OUTWARDS.

	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KEEMUN"	On 10th July.
GLASGOW and LIVERPOOL	"PATROCUS"	On 14th July.
GLASGOW and LIVERPOOL	"PAULING"	On 18th July.
GLASGOW and LIVERPOOL	"ACHILLES"	On 22nd July.
GLASGOW and LIVERPOOL	"ANTENOR"	On 26th August.
GLASGOW and LIVERPOOL	"MACHAON"	On 4th August.
GLASGOW and LIVERPOOL	"ORESTES"	On 5th August.
GLASGOW and LIVERPOOL	"ULYSSES"	On 9th August.
GLASGOW and LIVERPOOL	"OCEANIC"	On 30th August.

HOMEWARDS.

	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"HYSON"	On 18th July.
GENOA, MARSEILLES and LIVERPOOL	"TELEMACHUS"	On 20th July.
LONDON, ARSTERDAM and ANTWERP	"AJAX"	On 1st August.
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 15th August.
LONDON, AMSTERDAM and ANTWERP	"STENTOR"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"PAULING"	On 23rd August.

TAKING CARGO FOR LIVERPOOL AT LONDON RATES.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILROAD CO. AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA EASTWARD.

	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, AND PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"KEEMUN" "MACHAON"	On 12th July. On 7th August.

WESTWARD.

	STEAMERS	DUE
COMA, SEATTLE, VICTORIA, AND PACIFIC COAST	"TELEMACHUS"	On 18th July.

FOR FREIGHT, APPLY TO—

BUTTERFIELD & SWIRE,
AGENTS.

[9-10]

Hongkong, 30th June, 1905.

CHINA NAVIGATION CO. LIMITED.

	STEAMERS	TO SAIL
SHANGHAI and CHINKiang	"SHAOHSING" "SUNGKIANG"	On 10th July. On 11th July.
ILOILO	"TEAN"	On 11th July.
MANILA	"ZAMBOANGA"	PORT
DAEWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 13th July.
SWATOW, WEIHAIWEI, CHEFOO, and TIENTSIN	"CHILI" "HUEHEN" "TAIFUAN"	On 13th July. On 14th July. On 15th July.
CHEFOO and NEWCHWANG	"KAIFONG"	On 14th July.
CEBU and ILOILO	"TAIWUAN"	On 15th July.
KOBE	The attention of Passengers is directed to the superior accommodation offered by those steamers which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.	
TAKE CARGO ON THROUGH BILLS OF LADING TO ALL YANGTZE AND NORTHERN CHINA PORTS.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—		
BUTTERFIELD & SWIRE, AGENTS.		

Hongkong, 9th July, 1905.

[11]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIQUE PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

SAILING DATES.

1905

SACHSEN	WEDNESDAY	19th July
SCHARNIORST	WEDNESDAY	2nd August
PRINZ HEINRICH	WEDNESDAY	16th August
PRINZ EITEL FRIEDRICH	WEDNESDAY	30th August
PREUSSEN	WEDNESDAY	13th September
ZOON	WEDNESDAY	27th September
BAYERN	WEDNESDAY	11th October
GNEISENAU	WEDNESDAY	25th October
PRINZESS ALICE	WEDNESDAY	8th November
SACRSSEN	WEDNESDAY	22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY	6th December
PRINZ HEINRICH	WEDNESDAY	20th December

ON WEDNESDAY, the 19th day of JULY, 1905, at NOON, the Steamship "SACHSEN," Captain F. v. Letten-Petersen, will leave this Port as above, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 17th July. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 18th July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 18th July.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 7th July, 1905.

5

PROPOSED SAILINGS FROM HONGKONG SHIP VIA INLAND PORTS OF JAPAN, MOSI, KOBÉ AND YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO. CONNECTION WITH THE

STEAMSHIP TONS CAPTAIN TO SAIL AT DAYLIGHT ON

"NUMANTIA" 4,270 Brochner July 16th 1905

"ARABIA" 4,483 Metzenthin August 6th 1905

"ARAGONIA" 5,198 Schulte August 16th 1905

"NICOMEDIA" 4,370 Wagner Sept mbs 16th 1905

Through Bills of Lading issued to Pacific Coast Points and Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 9th July, 1905.

133

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
"EMPERESS OF JAPAN" 6,000 Tons Com. H. Pybus, R.N.E. WEDNESDAY, 12th July.
"EMPERESS OF CHINA" 6,000 Tons Com. R. Archibald, R.N.E. WEDNESDAY, 2nd Aug.
"ATHENIAN" 3,852 Tons Com. S. Robinson, R.N.E. WEDNESDAY, 9th Aug.
"EMPERESS OF INDIA" 6,000 Tons Com. E. Beetham, R.N.E. WEDNESDAY, 23rd Aug.
"TAETAR" 4,425 Tons Com. W. Davison, R.N.E. WEDNESDAY, 13th Sept. Hongkong to London, 1st Class ... via St. Lawrence £260. via New York £222 Intermediate on Steamers ... 240. " 242.
Intermediate on Steamers ... 240. " 242.

THE magnificient TWIN-SCREW "EMPERESS" STEAMSHIP passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TAETAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.

Passenger Hooked through in all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent.

6

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS TO SAIL
SHANGHAI KWONGSANG Tuesday, 11th July, 3 P.M.
MANILA LOONGSAM Friday, 14th July, 4 P.M.
SINGAPORE, SOURABAYA and SAMARANG HINSANG Friday, 14th July, 3 P.M.
TIENTSIN WOSANG Monday, 17th July, 3 P.M.
SINGAPORE, PENANG & CALCUTTA LAISANG Tuesday, 18th July, Noon.

*These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 8th July, 1905.

18

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

19

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian ports no through Bills of Lading.

For Particulars of Freight and Passage, apply to

HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Alexander Buildings, 3rd Floor, Hongkong, 1905.

Telephone No. 375.

19

VESSELS ON THE BERTH

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FUOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above ports TO-MORROW, the 11th instant, at 10 o'clock A.M. instead of as previously advertised.

For Freight or Passage, apply to

POST OFFICE NOTICES

The Tonkin, with the French Mail of the 8th June, left Saigon on Saturday, the 8th inst., at 4 p.m., and may be expected here to-morrow. This packet brings replies to letters despatched from Hongkong on May 6th.
The Moutou, with the American mail, left Shanghai on Saturday, the 8th inst., at 2 p.m. and may be expected here on or about Tuesday, the 11th inst., at daylight.
Mails for CANTON, SAMOUI and WUCHOW are closed on week-days at 7.30 a.m. On Sunday the mail for Macao is closed at 8 a.m.
A mail for MACAO per s.s. Wingfat is closed every week-day at 5 p.m.
Mails for NAMAO, SANKEI, KONGMOK, KUMHUK, SAMOUI, WUCHOW and CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 8 a.m.
No mails are despatched to those places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR
Nagasaki, Kobe and Yokohama.
Macao.
Shanghai and Chingking.
Swatow, Amoy and Foochow.
Singapore, Penang and Calcutta.
Singapore, Batavia, Samarang, Sourabaya and Macassar.
Singapore, Penang and Bombay.

EUROPE & C. INDIA VIA TUTICORIN
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao
Shanghai
Manila
Hoilo
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney.
Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth.
Keeling, Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.).
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Macao
Macau, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth.
Chofud and Newchwang.

Macao
Singapore, Sourabaya and Samarang.
Manila
Cebu and Illelo
Manila

EUROPE &c. India via Tuticorin
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parcels mail closes punctually at 5 p.m. on Friday.

Macao
Robe
Shanghai, Moji, Kobe and Yokohama.
Tionkin
Singapore, Penang and Calcutta.
Swatow, Wei-hai-wei, Chefoo and Tientsin

EUROPE &c. India via Tuticorin
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.).
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Manila
COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.—
Telegraphic Transfer 1.10
Bank Bills, on demand 1/10
Bank Bills, at 30 days' sight 1/10
Bank Bills, at 4 months' sight 1/10
Credits, at 4 months' sight 1/10
Documentary Bills, 4 months' sight (1/10)

ON PARIS.—
Bank Bills, on demand 256
Credits, at 4 months' sight 238

ON GERMANY.—
On demand 192

ON NEW YORK.—
Bank Bills, on demand 451
Credits, 60 days' sight 463

ON HONGKONG.—
Telegraphic Transfer 1404
Bank, on demand 1404

ON CALCUTTA.—
Telegraphic Transfer 1402
Bank, on demand 1401

ON SHANGHAI.—
Bank, at sight 71
Private, 30 days' sight 72

ON YOKOHAMA.—On demand 92

ON MANILA.—On demand—Peso 121

ON SINGAPORE.—On demand 6 p.c. p.m.

ON BATAVIA.—On demand 1123

ON HAIPHONG.—On demand 12 p.m.

ON SAIGON.—On demand 12 p.m.

ON BANGKOK.—On demand 62

SOVEREIGN'S Bank's Buying Rate 10.50

GOLD LEAF, 100 fine, per tael 53.70

OPIUM.

Quotations are—Allow's net to 1 catty.
Malwa New \$1200 to — per pinc.
Malwa Old \$1280 to — " "
Malwa Old \$1340 to — " "
Persian fine quality 3930 to — " "
Persian extra fine \$1200 to — " "
Patna New \$1220 to — per obol.
Patna Old \$12 to — " "
Banaras New \$1075 to — " "
Banaras Old \$12 to — " "

VESSELS EXPECTED

THE FRENCH MAIL.
The M.M. str. Tonkin left Saigon on Saturday, the 8th July, at 4 p.m. for this port, and is due here to-morrow.

THE AMERICAN MAIL.
The P.M. str. Mongolia left Shanghai on the 8th July, at 2 p.m. and is expected here to-morrow at daylight.

The P.M. str. China left Yokohama on Thursday, the 6th July via Japan ports and Manila, and is due here on the 18th July.

POST OFFICE NOTICES

Ideal Milk

Enriched 20 per cent.
with Cream.

Sterilized—Not Sweetened.
A Perfect Substitute for Fresh Milk.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD., AND THE CHINA NAVIGATION CO. LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,365 tons, Captain H. D. Jones.
S.S. "POWAN," 2,338 tons, Captain G. F. Morrison, R.N.R.
S.S. "FATSHAN," 2,230 tons, Captain R. D. Thomas.
S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.

S.S. "KINSEAN," 1,995 tons, Captain J. J. Lucas.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 p.m. and 10.30 p.m.

(Saturday excepted). Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 6 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD.

HONGKONG-MACAO LINE.

S.S. "FEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on weekdays about 2 p.m. (See Special Summer Time-table).

Departures from Macao to Hongkong at Noon.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Humlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD., THE CHINA NAVIGATION CO. LTD. INDO-CHINA STREAM NAVIGATION CO. LTD.

CANTON-WUCHOW LINE.

S.S. "SATNAM," 558 tons, Captain W. A. Valentine.

S.S. "NANNING," 569 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD., 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel); Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO. LTD.

NOTICE TO CONSIGNEES.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY LIMITED.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	8.00 a.m.	...Every 10 minutes.
7.30 a.m.	8.30 a.m.	...Every 10 minutes.
8.00 a.m.	9.00 a.m.	...Every 10 minutes.
8.30 a.m.	9.30 a.m.	...Every 10 minutes.
9.00 a.m.	10.00 a.m.	...Every 10 minutes.
9.30 a.m.	10.30 a.m.	...Every 10 minutes.
10.00 a.m.	11.00 a.m.	...Every 10 minutes.
10.30 a.m.	11.30 a.m.	...Every 10 minutes.
11.00 a.m.	12.00 p.m.	...Every 10 minutes.
11.30 a.m.	12.30 p.m.	...Every 10 minutes.
12.00 p.m.	1.00 p.m.	...Every 10 minutes.
12.30 p.m.	1.30 p.m.	...Every 10 minutes.
1.00 p.m.	2.00 p.m.	...Every 10 minutes.
1.30 p.m.	2.30 p.m.	...Every 10 minutes.
2.00 p.m.	3.00 p.m.	...Every 10 minutes.
2.30 p.m.	3.30 p.m.	...Every 10 minutes.
3.00 p.m.	4.00 p.m.	...Every 10 minutes.
3.30 p.m.	4.30 p.m.	...Every 10 minutes.
4.00 p.m.	5.00 p.m.	...Every 10 minutes.
4.30 p.m.	5.30 p.m.	...Every 10 minutes.
5.00 p.m.	6.00 p.m.	...Every 10 minutes.
5.30 p.m.	6.30 p.m.	...Every 10 minutes.
6.00 p.m.	7.00 p.m.	...Every 15 minutes.
6.30 p.m.	7.30 p.m.	...Every 15 minutes.
7.00 p.m.	8.00 p.m.	...Every 15 minutes.
7.30 p.m.	8.30 p.m.	...Every 15 minutes.
8.00 p.m.	9.00 p.m.	...Every 15 minutes.
8.30 p.m.	9.30 p.m.	...Every 15 minutes.
9.00 p.m.	10.00 p.m.	...Every 15 minutes.
9.30 p.m.	10.30 p.m.	...Every 15 minutes.
10.00 p.m.	11.00 p.m.	...Every 15 minutes.
10.30 p.m.	11.30 p.m.	...Every 15 minutes.
11.00 p.m.	12.00 m.	...Every 1 hour.
11.30 p.m.	12.30 m.	...Every 1 hour.
12.00 m.	1.00 a.m.	...Every 1 hour.
1.00 a.m.	2.00 a.m.	...Every 1 hour.
2.00 a.m.	3.00 a.m.	...Every 1 hour.
3.00 a.m.	4.00 a.m.	...Every 1 hour.
4.00 a.m.	5.00 a.m.	...Every 1 hour.
5.00 a.m.	6.00 a.m.	...Every 1 hour.
6.00 a.m.	7.00 a.m.	...Every 1 hour.
7.00 a.m.	8.00 a.m.	...Every 1 hour.
8.00 a.m.	9.00 a.m.	...Every 1 hour.
9.00 a.m.	10.00 a.m.	...Every 1 hour.
10.00 a.m.	11.00 a.m.	...Every 1 hour.
11.00 a.m.	12.00 p.m.	...Every 1 hour.
12.00 p.m.	1.00 p.m.	...Every 1 hour.
1.00 p.m.	2.00 p.m.	...Every 1 hour.
2.00 p.m.	3.00 p.m.	...Every 1 hour.
3.00 p.m.	4.00 p.m.	...Every 1 hour.
4.00 p.m.	5.00 p.m.	...Every 1 hour.
5.00 p.m.	6.00 p.m.	...Every 1 hour.
6.00 p.m.	7.00 p.m.	...Every 1 hour.
7.00 p.m.	8.00 p.m.	...Every 1 hour.
8.00 p.m.	9.00 p.m.	...Every 1 hour.
9.00 p.m.	10.00 p.m.	...Every 1 hour.
10.00 p.m.	11.00 p.m.	...Every 1 hour.
11.00 p.m.	12.00 m.	...Every 1 hour.
12.00 m.	1.00 a.m.	...Every 1 hour.
1.00 a.m.	2.00 a.m.	...Every 1 hour.
2.00 a.m.	3.00 a.m.	...Every 1 hour.
3.00 a.m.	4.00 a.m.	...Every 1 hour.
4.00 a.m.	5.00 a.m.	...Every 1 hour.
5.00 a.m.	6.00 a.m.	...Every 1 hour.
6.00 a.m.	7.00 a.m.	...Every 1 hour.
7.00 a.m.	8.00 a.m.	...Every 1 hour.
8.00 a.m.	9.00 a.m.	...Every 1 hour.
9.00 a.m.	10.00 a.m.	...Every 1 hour.
10.00 a.m.	11.00 a.m.	...Every 1 hour.
11.00 a.m.	12.00 p.m.	...Every 1 hour.
12.00 p.m.	1.00 p.m.	...Every 1 hour.
1.00 p.m.	2.00 p.m.	...Every 1 hour.
2.00 p.m.	3.00 p.m.	...Every 1 hour.
3.00 p.m.	4.00 p.m.	...Every 1 hour.
4.00 p.m.	5.00 p.m.	...Every 1 hour.
5.00 p.m.	6.00 p.m.	...Every 1 hour.</td